

**STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
BUREAU OF RAIL AND TRANSIT**

CONFERENCE REPORT

DATE OF MEETING: March 19, 2014

LOCATION OF MEETING: NHDOT, 5 Hazen Drive, Concord NH Room 205

SUBJECT: Bicycle and Pedestrian Transportation Advisory Committee (BPTAC)

STEERING COMMITTEE MEMBERS PRESENT:

Nik Coates, At-Large Citizen Representative, BPTAC Chair
Eric Feldbaum, Department of Resource and Economic Development
Erik Paddleford, NHDOT Rail and Transit
Felice Janelle, NHDES Air Resources
Craig Tufts, Central NH Planning Commission
Tim Blagden, Bike-Walk Alliance of NH
Dave Topham, Granite State Wheelmen
Rick Taintor, Portsmouth Planning Department
Scott Bogle, Rockingham Planning Commission (by phone)

SUBCOMMITTEE MEMBERS/ OTHERS PRESENT:

Larry Keniston, NHDOT Rail and Transit
Ansel Sanborn, NHDOT
Fran Buczynski, NHDOT Commissioner's Office
Jim Kirouac, NHDOT Highway Design
Bill Watson, NHDOT Planning and Community Assistance
Steve Waleryszak, SWRPC
Tim Harmon, NHDOT Highway Design
Matt Waitkins, Nashua Planning Commission

NOTES ON MEETING:

The regular meeting of the BPTAC was called to order March 19, at 1 p.m. by the Chair.

Safety and Metrics Presentation

Tim Harmon, NHDOT Highway Safety Engineer, gave an update on the "stress-mapping" project. A meeting took place on March 10th, to discuss the project with municipal, RPC and State DOT personnel. Four "pilot" cities will be used for the initial stress mapping trial including Keene, Concord, Manchester, and Portsmouth.

The project aims to determine level of traffic stress (LTS), which attempts to characterize the

road network by user tolerance for bicyclists by rider perception, comfort level, and convenience. LTS was researched by the Mineta Transportation Institute and documented in the “[Low-Stress Bicycling and Network Connectivity](#)” document.

The LTS model used in the San Jose study was developed for major urban areas and large cities. Some changes might need to be made to adapt the model to NH.

Tim showed examples of LTS maps for the four pilot cities with currently available data. Some of the most important data for the model still needs to be gathered, including speed limits, and intersection configuration data, along with others. A follow up meeting is planned for May, when more data will be collected and entered into the model to further develop the maps. The maps will be used as a planning tool to identify areas where infrastructure improvements would be the most beneficial in order to create a lower stress more connected bicycling network.

NHDOT Balanced Scorecard Presentation

Ansel Sanborn and Fran Buczynski were present and gave an overview of the [NHDOT Balanced Scorecard](#). The balanced scorecard process was started in 2008. The current 2012 edition addresses 3 main priorities:

1. Strategic management
2. Performance management
3. Communication

There are currently 29 performance measures used to track NHDOT performance. It was noted that there are no bicycle and pedestrian performance measures included in the 29 measures. To move toward the goal of incorporating bicycle and pedestrian performance measures in the next edition of the NHDOT balanced scorecard, BPTAC will draft a memo to the Department outlining measures that could be used and ways of tracking these measures. The BPTAC would like to keep the dialogue open as the next edition of the balanced scorecard is developed.

The [Vermont Bicycle and Pedestrian Policy Plan](#) included a study of [performance measures](#) that might be helpful for BPTAC to look at moving forward.

Approval of February Minutes

Minutes of the February meeting were approved.

Project Update

Bill Watson gave an overview on the State Research and Planning (SPR) funding that the Bureau of Planning is responsible for allocating and more specifically how much is currently allocated to BPTAC projects. Initially, 220-230K was verbally allocated for BPTAC projects. Now, upon further budget review, BPTAC has 80K right now. The remaining 140K, while not specifically allocated for BPTAC work may still be available, but it will depend on what other Department

programs and projects come in under budget. Bill indicated his goal was to make the entire 220-230K available, but BPTAC needs to prioritize projects for the first 80K, to get projects moving. Any projects that require contracting through the Department will take at least 3 months to get through that process.

The committee prioritized the first 80K of projects as follows:

Rank	Project	Budget	Fiscal Agent
1	Mapping	\$50,000	SWRPC
2	Strava	\$10,000	DOT
3	Conference	\$10,000	DOT
4	Design and Maintenance	\$10,000	DOT

The mapping subcommittee will set up a meeting with Bill Watson to go over the project and determine how the funding for the project will work.

Next Meeting: April 16, 1-3 pm, at DOT